

Rural expressway and two-lane primary roads with the highest fatal and major injury crash density for speed-related crashes
(Highest 5 percent based on data from 2001-2005)

COUNTY	ROUTE	DESCRIPTION	LENGTH (MILES)	SPEED-RELATED* FATAL AND MAJOR INJURY CRASHES	ANNUAL SPEED- RELATED FATAL AND MAJOR INJURY CRASH DENSITY (CRASHES/ MI/YR)	Potential Remedies (1)	Estimated Costs (2)	Impediments Other Than Costs (3)
LINN	U.S. 151	BENTON COUNTY TO JONES COUNTY, EXCLUDING CITIES OF FAIRFAX, CEDAR RAPIDS AND MARION	12.03	10	0.166			
SCOTT	U.S. 61	MUSCATINE COUNTY TO CLINTON COUNTY, EXCLUDING CITIES OF DAVENPORT AND ELDRIDGE	12.17	9	0.148			
MARION	IOWA 163	MAHASKA COUNTY TO JASPER COUNTY	14.32	10	0.140			
MUSCATINE	U.S. 61	LOUISA COUNTY TO SCOTT COUNTY, EXCLUDING CITY OF MUSCATINE	18.21	12	0.132			
WASHINGTON	U.S. 218	HENRY COUNTY TO JOHNSON COUNTY	23.84	15	0.126			
LEE	U.S. 61	CITY OF KEOKUK TO DES MOINES COUNTY, EXCLUDING CITY OF FORT MADISON	21.13	13	0.123			
DALLAS	U.S. 6	CITY OF DE SOTO TO CITY OF WAUKEE, EXCLUDING CITY OF ADEL	10.06	6	0.119			
WINNESHIEK	IOWA 139	HOWARD COUNTY TO MINNESOTA STATE LINE	11.15	6	0.108			
DUBUQUE	U.S. 20	DELAWARE COUNTY TO CITY OF DUBUQUE, EXCLUDING CITY OF DYERSVILLE	19.02	10	0.105			
BOONE	U.S. 30	GREENE COUNTY TO STORY COUNTY, EXCLUDING CITY OF BOONE	21.61	10	0.093			
JOHNSON	U.S. 6	IOWA COUNTY TO MUSCATINE COUNTY, EXCLUDING CITIES OF TIFFIN, CORALVILLE AND IOWA CITY	15.58	7	0.090			
JASPER	IOWA 163	MARION COUNTY TO POLK COUNTY	15.71	7	0.089			
WAPELLO	U.S. 63	DAVIS COUNTY TO MAHASKA COUNTY, EXCLUDING CITY OF OTTUMWA	20.26	9	0.089			
WAPELLO	U.S. 34	MONROE COUNTY TO JEFFERSON COUNTY, EXCLUDING CITY OF OTTUMWA	20.35	9	0.088			
JASPER	U.S. 6	CITY OF NEWTON TO POWESHIEK COUNTY	13.57	6	0.088			
TOTAL			249.01					

* Driver contributing circumstances: exceeded authorized speed, drove too fast for conditions, lost control, followed too close or over corrected/over steered

SITE SELECTION CRITERIA:
FIVE PERCENT OF THE 5,000 MILES WITH THE HIGHEST AVERAGE ANNUAL FATAL AND MAJOR INJURY CRASH DENSITY FOR SPEED-RELATED CRASHES DURING 2001 - 2005
(STATEWIDE AVERAGE = 0.029 FATAL AND MAJOR INJURY CRASHES/MILE/YEAR)

- Footnotes:
- (1) Potential remedies include:
- public awareness and education;
 - increased speed enforcement in these corridors; and
 - improved signing at curves.
- (2) The estimated cost is unknown and variable. Identification of these corridors provides an opportunity for state and local agencies to target these corridors for additional speed enforcement and public awareness/education using existing staff and funding resources. Seeking funding for additional enforcement and public awareness/education will be considered.
- (3) Competing demands for current enforcement and public awareness/education staff time.